

GAS MONOPOLY BOBBYING HARD TO FOUL JUSTICE.

Effort Made to Sidetrack
Bill for Reduction of
Rate Until Too Late
for Action.

Public Demand May Be
Able to Thwart Friends
of Combine and Get
Consideration.

Why is the House Committee on the District of Columbia slow in taking up legislation looking to a reduction in the price of gas, when this question affects the public more generally than any other before the committee? There is a universal public demand for lower gas rates.

There is no such demand for any other legislation by the committee except a bill giving the street railways access to the Union Station. The street railway bill will be out of the hands of the committee by today week.

In the natural course of events, the committee would take up next the gas question.

But it has no intention of following this course of action. It means to take up after the street railway bill the question of prohibition, although the prohibitionists have made no demonstration to Congress, and have not asked for any public hearings at any specified date.

Key to the Delay.

The Times is able to furnish a key to this problematical delay. Opposition to this consideration by the committee of the gas question has developed exactly where it was expected—in the ranks of the Gas Monopoly's friends and paid supporters. They are doing everything possible to stave off the inevitable day of reckoning. They are arguing at the Capitol against a bill for the reduction of the price of gas, and even against a measure for investigation of the actual cost of manufacturing gas. Hence, the delay.

That this delay cannot be turned into a permanent refusal by the committee to take up the question seems certain. The Times, which has carefully investigated the matter, is absolutely incredulous that a committee should long evade such a responsibility, especially when a good percentage of the committee is strongly in favor of taking up the matter.

Views of Committeemen.

Taylor of Ohio, one of the strongest Republicans on the committee, is in favor of reducing the price.

Aiken of South Carolina said: "If a corporation says it can make gas at a profit for \$1, it is a safe bet that it can be made at a profit of 75 cents. I am in favor of going into the question thoroughly."

Murphy of Wisconsin, successor to Babcock, who was chairman of the committee last Congress, said: "I am for cheap gas if it can be had. I would like to see the thing gone into as soon as possible."

Sims of Tennessee, who has long been a champion of getting at the truth of the whole subject and giving the people of Washington cheaper gas, is as strong as ever for the legislation.

Madden of Chicago, although not a member of the committee, is a man of great influence in the House. As the author of the 75-cent gas bill, he has looked into the question and sounded the committee sentiment in regard to it. He said:

Sentiment Is Growing.

"Sentiment in the committee for taking up the gas question is growing at an enormous rate. At the beginning of the session I was afraid that the opposition in the quarter where it was expected would succeed in making the chances for gas legislation very slim, but now all that has changed. The committee is a good one, and it will do something."

"Once let them get it and it is a foregone conclusion that the price will be lowered. I can't understand the delay. It is strange."

Samuel W. Smith, chairman of the committee, said:

"As soon as we have disposed of the street railway bill we will take up the question of prohibition in the District. That is the most pressing thing after the street railway business. After the prohibition matter is done with, I do not know whether we will take up gas or some other matter."

Two Vague and Uncertain.

From one or two members of the committee nothing has come on the subject except the wildest uncertainty, in direction and vagueness. A good example of this is Philip P. Campbell of Kansas. He knows nothing about the matter, he says, and apparently wants to know nothing. On the subject of gas, which cannot possibly have any interest for him except so far as his desire to serve the public is concerned, he is as cautious as a man between two great dangers and as careful as one who walks a narrow path on the brink of a precipice.

But, on the whole, the committee is impressed with the popular demand for lower prices of gas. Its members know of the demands by citizens' associations and individual consumers of gas. They recognize that no harm can be done by taking up the matter. Many of them would like to see the people of the District required to pay only a reasonable price for gas.

In view of this, it does not seem possible that the delay which has obtained in taking up the matter will continue much longer. Although the desire of a few of the members to run in prohibition ahead of gas may alarm the public, it is possible that the demand for the gas legislation, both from the public and from members of the committee, will change the program of the over-

DIRECT MARRIAGES; PENSION FAMILIES, URGES DR. VEDITZ

Washington Society Women Are Warned That
Trouble Is Inevitable With the Yellow,
Brown, and Black Races.

Regulation of marriages by the Government and the granting of public pensions to large families of selected parentage were the startling principles advocated by Prof. C. W. A. Veditz this morning in an address before a number of society women at the home of Gen. O. H. Ernst.

Radical though his statements were, Prof. Veditz was amply supplied with statistics covering birth and death rates in the United States and other countries.

"The agencies and devices," declared Dr. Veditz, "which make for racial improvement and for the triumph of Occidental civilization are now so few and so insignificant, compared with the blind and instinctive forces that involve race degeneracy, that unless systematic ingenuity and conscious control are soon introduced upon a large scale Western civilization will within a few centuries be wiped off the map."

Conflict Coming.

"Sooner or later the inevitable conflict between the yellow, brown, and black races, on the one hand, and the white races, on the other, is coming upon us; and when it does come our only hope of ultimate triumph lies in meeting numbers with skill. Numerically, we can never begin to cope with the so-called inferior races successfully. Yet numbers tell when it comes to a test of physical strength, and that is the test which is apt at all times to be applied in the conflict of races. You may cultivate the arts of peace, and develop the highest conceivable spirituality; yet neither the hopes of reward, nor the fear of punishment will keep nations from the ultimate test of brute strength. Let the teeming millions of the Orient, combined with the millions of blacks and yellows now within the borders of the United States, learn to use a few of the destructive devices in the invention of which we have been so fertile, and the result of extermination lies in the development of race superiority, in skill and in meeting

STREET CAR BILL PASSED IN SENATE; NO OPPOSITION

Amendment for Universal
Transfer Defeated
After Short Dis-
cussion.

Senator Gallinger called up today the bill for the extension of street railways lines to the Union Station. It was passed without division after a short discussion.

Senator Hansbrough introduced the amendment providing for universal transfers. Senator Tillman raised a question as to whether this amendment would require a flat 5-cent rate.

Senator Hansbrough addressed the Senate briefly in support of his amendment. Senator Gallinger spoke in opposition. A vote was then taken on the amendment and it was defeated.

The vote was next taken on the bill and it was passed without objection.

Construction of Tracks.

The bill makes provision for the construction of tracks to the Union Station by the Anacostia and Potomac River Railroad Company, the Washington Railway and Electric Company, the City and Suburban Railway of Washington, and the Capital Traction Company.

In other words, it provides for such extension of tracks as will enable all the street railway lines of the city to gain access to the Union Station. Since the completion of the station last fall and the opening of its doors to the public, the facilities for getting to and from the station have been of the most unsatisfactory sort, and there has been widespread public demand for the improvements that are now proposed.

The street railway companies will be put to large expense to make the extensions. According to information furnished the Senate District Committee, the aggregate cost may reach well toward \$1,000,000.

Overhead Trolleys.

So far as meeting the immediate needs of the public is concerned, the most important provision of the bill is section 2, which provides that the Washington Railway and Electric Company and the Capital Traction Company shall be required to construct, within sixty days from the date of the approval of the act, temporary tracks with overhead trolley for passenger service from the Union Station to the foot of Washington street north.

The plans for these temporary tracks are to be approved by the Commissioners and they are to be used jointly by the two companies. These temporary tracks are to be removed after the construction of the permanent tracks within thirty days after notice from the Commissioners.

Construction of the permanent lines will be begun on the proposed act and completed by or before February 1, 1909. In event of failure to comply, all rights granted by the proposed act are to be nullified.

Authorization is given by the bill for the companies to lay duct lines on such streets as may be necessary, subject to the approval of the Commissioners.

It is provided that there shall be at least two sets of double tracks immediately in front of the main entrance to the Union Station.

Teachers Not Coerced.

"I would like to see the teacher who signs it," said Mr. A. K. Aukward, principal of the Peabody school, who confirms the statement made by Captain Oyster Saturday night that the board had nothing whatever to do with its origin or circulation to "set him right" on the question.

In addition the Senator will also receive, in consequence of his charges published in the Times yesterday, that coercion was being used by board members in the matter of teachers signing the petition, a letter from the originator of the now famous petition, taking all responsibility for it.

Originator of Petition.

The petition was started by Miss M. A. Aukward, principal of the Peabody school, who confirms the statement made by Captain Oyster Saturday night that the board had nothing whatever to do with its origin or circulation to "set him right" on the question.

"I started the petition of my own accord and don't deny it," said Miss Aukward today. "Furthermore, I am going to write Senator Dolliver and Senator Burkett a letter tonight emphatically informing them of this fact and taking full responsibility. I began the petition after talking with a number of teachers and it was, you might say, a spontaneous outbreak on their part. It had been signed by over 60 teachers before the board knew anything of it. The statement that it was inspired by the board or that there was any coercion used is preposterous."

(Continued on Eleventh Page.)

GYPSIES HELD FOR KIDNAPING AT ALEXANDRIA

Two Men, Woman, and
Four Children Arrested
on Request
From Iowa.

Two American Boys Believed to Have Been
Stolen by the Foreigners.

A band of dark-eyed, dangerous-looking Servian gypsies was arrested in Alexandria today and held on a charge of grand larceny and kidnaping in Council Bluffs, Iowa.

The arrests were made after a raid on the gypsy camp, and Lucien Marino, George Marino, a woman and four little children are held by Chief Goods at the police headquarters pending receipt of a message from the authorities of Council Bluffs.

It is charged by Chief of Police George H. Richmond, of Council Bluffs, that Lucien Marino, evidently leader of the rovers, stole several hundred dollars from a horse dealer in Council Bluffs and kidnaped the son of a prominent resident of that city.

To Hunt for Parents.

Two of the four children are American and the others are foreigners. Satisfied that both the American children were taken from their parents by force, the Alexandria authorities will make every effort to locate the parents. The American boys appear to be about five and seven years of age, respectively. They were ill clothed and poorly nourished and seemed to retain the food given them at Police Headquarters.

Lucien Marino was searched at Police Headquarters and several telegrams which he sought to hide were found in the inside pocket of his coat. The dispatches were signed by another gypsy in Iowa, who advised Marino to "skip to Pennsylvania. But don't go to West Virginia."

Wires for Arrest.

Last night Chief Goods received the following dispatch from Chief Richmond: "Arrest and hold Lucien Marino, a Servian gypsy and girl charged with grand larceny and kidnaping."

Early this morning Chief Goods and Policeman Garvey started the search of the gypsy band. About 10 o'clock the rovers were found near the outskirts of the city and arrested.

Marino, a shrewd, middle-aged man with earrings and many ornaments on his hands and wrists, wearing a gaudy shirt and sombrero hat, protested that he did not understand English and no statement could be secured from him. Evidently with a desire to throw the police off the track, Marino repeatedly cursed the little boy believed to have been kidnaped. The fair, conduct toward the man showed clearly that he bore no love for the gypsies.

ADMIRAL COURTIS DIES SUDDENLY

Rear Admiral Frank Courtis, retired, died at an early hour this morning. His death was a result of heart trouble. He had been ill only four days, and his death was unexpected.

Funeral arrangements have not been completed, but it is thought he will be buried in Arlington Cemetery.

Admiral Courtis was born in Cincinnati on June 18, 1841, and was educated in the schools of Cincinnati and Oakland, Cal. In 1868 he was graduated from the Naval Academy with high honors.

Rear Admiral Courtis commanded at intervals of two years each.

In 1900 he was retired with the rank of rear admiral because of physical disability. He performed various duties and was stationed at a number of navy yards during his service in the navy.

Rear Admiral Courtis was a member of the United States Steamship Essex from 1888 to 1905.

THE WEATHER REPORT.

Since Friday night there has been no precipitation of consequence in the United States, except in the northern districts west of the Rocky mountains, where storm conditions still persist with abnormally low pressure over the extreme northern portion.

It is cold in New England, but elsewhere moderate to high temperatures prevail, the greatest excesses existing over the lake region, the Mississippi and Missouri valleys, the Northwest, and the north Pacific States.

There is a considerable cloudiness tonight and Tuesday in the East and South, no precipitation of consequence is indicated.

Temperatures will rise steadily. Steamers departing today for European ports will have brisk south to southwest winds, with fair, warmer weather to the Grand Banks.

TEMPERATURES.

9 a. m.	35
12 noon	33
1 p. m.	47
2 p. m.	50

SUN TABLE.

Sun rises	7:13
Sun sets	5:38

TIDE TABLE.

High water today	9:28 p. m.
Low water today	3:43 p. m.
High water tomorrow	10 a. m., 10:10 p. m.
Low water tomorrow	4:12 a. m., 4:22 p. m.

When You Want It as You Want It—

It's the way we do your printing. Globe Printing Co., 14th & E sts. n.w.—Adv.

(Continued on Eleventh Page.)

Husband Is Sued By Divorced Wife; She Asks \$70,000



MRS. JESSIE E. THOMPSON,
Who Has Filed a Novel Suit to Recover
Damages for Alleged Mistreatment
by Former Husband.

Mrs. Charles H. Thompson
Says She Was Mis-
treated on Bridal
Tour.

Court Withholds Decision
and Progress of
Novel Suit is
Blocked.

An aftermath of the trouble between Charles H. Thompson, principal of the Jefferson School, and his wife, Jessie E. Thompson, has been furnished in a suit for \$70,000 damages which Mrs. Thompson has brought against her husband. The latter obtained a limited divorce last summer in Hamilton, Va., and his attorneys say the suit just instituted by Mrs. Thompson can have no legal status as she claims the damages as his wife.

Decision Reserved.

Mrs. Thompson's counsel, on the contrary, argues that the divorce obtained by the husband in Virginia cannot be legally recognized in the District. Judge Gould, before whom the case is being heard, has reserved decision and until this is given the case cannot proceed.

Mrs. Thompson's suit is the first of its kind on record in the District of Columbia. She has supplemented her petition for damages by a prayer for the return of her husband's property.

The story of the Thompsons' marital infidelities has been aired many times in the newspapers. Mrs. Thompson's various complaints are based on inhuman treatment by her husband. The latter denies these charges. All this was made known last summer when Mrs. Thompson went to Hamilton, Va., and obtained a limited divorce from his wife.

Mistreated on Wedding Tour.

Mrs. Thompson states that they were married December 17, 1906, and that her husband's inhuman treatment began on their wedding tour. She says her husband became violent and brutal toward her, "frequently beating and striking her and calling her vile names."

The entire declaration of Mrs. Thompson is filled with such complaints and recites a harrowing story.

The suit was filed by W. M. Lewin, counsel for Mrs. Thompson, at the Jefferson School severer years and is widely known among teachers and public school children of the District. He is said to be about thirty-eight years old while Mrs. Thompson is many years his junior.

Pullman Sleeping Car Service to Erie.

A through Pullman drawing-room sleeping car is now operated between Washington and Oil City, Pa., via the Pennsylvania Railroad and Corry, after having been in service for some time between Erie and northwestern Pennsylvania. The car leaves Union Station, Washington, daily, at 7:30 p. m.—Adv.

(Continued on Eleventh Page.)

TESTIMONY OF EVELYN IS RESUMED

Effort of Jerome to
Bar Reporters
Fails.

District Attorney
Fights With Contin-
ual Objections.

Jurors Show Keen
Interest in Girl's
Story.

NEW YORK, Jan. 20.—Again a large crowd fought today for admission to the Thaw trial. News that the defense would continue the examination of Evelyn Nesbit Thaw traveled quickly and it was with difficulty that the court officers excluded those who did not have passes.

The Rev. Dr. F. Aked, pastor of the Fifth Avenue Baptist Church—John D. Rockefeller occupied a seat within a few feet of the witness stand. He watched the proceedings carefully, exhibiting the greatest interest in not only the testimony of the witness, but the method of procedure. It was the first time he had had an opportunity to witness a trial since his coming to this country.

Evelyn was the first witness. As soon as she was summoned Jerome renewed his motion to exclude all spectators.

The district attorney cited a ruling of the higher court excluding all friends of the defendant from the trial chamber. The authorities cited had to do with the trial of William Hall for murder in Kansas. It was because of the character of the testimony given by a woman that the public was barred on that occasion.

Jerome added that because of the hearty co-operation on the part of Mr. Littleton he renewed his motion of Friday.

Evelyn Beams on Jerome.

During the argument Mrs. Evelyn Thaw sat in the witness chair. She nodded to her husband, and thereafter gave the closest attention to the district attorney. When Jerome said in his argument that it was also out of regard for the witness that he took the position of being opposed to a public hearing, young Mrs. Thaw beamed with apparent satisfaction on the prosecutor.

"The district attorney Friday made a motion to exclude the public from the court room," said Mr. Littleton. "The matter came to me as a surprise. Of course, I would be glad to spare any witness, especially the one in question. I want to know if I am required to express the legality of such an action. The matter rests, not with me, but with the court."

Justice Dowling then said:

"I have read the case cited by Mr. Jerome, and cannot see how it bears on this one. There is in this State a law which requires that a defendant shall not only be given a speedy, but a public trial. The question now arises what is a public trial. The objection here is not against the admission of the public, but against the publication of the testimony. In my opinion, the public is entitled to hear all the testimony."

Thinks Damage Compensated.

"It is my opinion that whatever damage is done to the morals of the community by the publication in full of the testimony, is amply compensated for by the safeguard thrown around the defendant by the preserving of certain constitutional rights."

When Justice Dowling had concluded Jerome added that he intended taking similar action at the first trial and would have done so had he been familiar with the details of the story of young Mrs. Thaw's relations with Stanford White.

Jerome's arguments appeared to be directed at the jury more than the court. It seemed as if his intent to spare the wife of the defendant the expense of relating the terrible details of her story told to Thaw in Paris was more a play to win the sympathy of the jury and to influence the members against the defendant and his wife.

This was most clearly apparent when, after the ruling of Justice Dowling, Jerome remarked that he regretted he did not have more hearty co-operation on the part of the jury and to influence the members against the defendant and his wife.

Examination Proceeds.

With the ruling of the court denying Jerome's motion Littleton took up the examination of his star witness. He had not gone far before Jerome interrupted with objections to her testimony.

By Littleton:

Q.—What did you tell Harry Thaw when he asked you to marry him?

A.—That I could not. I told him it was because of Stanford White. He asked me to tell him all about Stanford White.

Q.—Did you tell him?

A.—I did.

Q.—Will you tell us what you told Harry Thaw?

Before the witness had a chance to reply Jerome sprang to his feet. He began a long argument, the substance of which was that a conversation three years before the homicide could have no bearing on Thaw's mental condition the night of the shooting.

"Such a contention is absurd and ir-

(Continued on Eleventh Page.)